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THE HONGKONG DISPENSARY.

[35]

DEATH.

At Hankow, on the 28th March, COLIN ALFRED,
son of Alfred and Helen Brown, aged eighteen
months.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 10th April, 1901

Russia's abandonment of the Manchurian Convention, as conveyed in her identical note to the Powers on the 3rd instant, has the effect of relieving the acuteness of the crisis. Russia has not insisted on showing her friendliness to China by extorting her signature to a most one-sided agreement, disastrous to China and unjust to the other Powers. But, although the objectionable Convention is given up, the situation remains anything but clear. Russia announces her intention of quietly awaiting the course of events, while adhering to her oft-repeated programme. It would be satisfactory to know what is this "programme," for it is probable that the interpretations put upon it by St. Petersburg and London may vary very considerably. It seems, however, that Russia means to declare her intention of remaining in military occupation of Manchuria until peace is secured. Up to a certain point Russia's claim is reasonable. There is no ground for doubting the St. Petersburg accounts of hard fighting in the neighbourhood of Siumingting, for there seems to be considerable unrest alike in Manchuria and Chihli. The Allies do not contemplate the immediate evacuation of Chihli, and Russia cannot be expected to fix a date for her retirement from Manchuria. What is wanted, and what may reasonably be asked of Russia, is that some understanding should be arrived at in the matter. The alleged contention of the St. Petersburg authorities that Russia's arrangements with China are not the concern of any other nation is one which cannot be granted. Had Japan, for instance, put forward such a plea at the conclusion of the China-Japan War, the European Powers would have scouted the idea. The principle of compensation to other Powers for special privileges granted to one is a long established principle in China, and by its observance alone have many serious international complications been averted. Owing to the peculiar position of China with regard to the rest of the world such a principle is inevitable for the maintenance of peace. Had her officials in

the past been all men of even moderate integrity and patriotism, China's dealings with the foreign nations need not have been watched with such jealous eyes. But when her statesmen have on several occasions notoriously shown themselves willing to sell their country's interests to the highest bidder or the most threatening aggressor, it is clear that all the Powers were obliged to look with the utmost care after their own rights. It is by neglecting to do so that British prestige in China has decreased to such a remarkable extent. At the present time it almost appears that the home Government has awakened to the gravity of the situation, and that we may hope for an abandonment of the policy, which had reached its climax under Lord Salisbury's administration, of amiable concession to the aggressions of other nations, outstaying as far as they could British traders from the Far East. This hope is encouraged by the interpretation recently put on the Anglo-German Agreement by the British Government. Whoever it is that is primarily responsible for China's rejection of the Manchurian Convention, the result attained is favourable to British interests, provided that some definite understanding be now arrived at as to the future of Manchuria. The question of the evacuation of China should be treated as a whole. Russia's interest in the Manchurian Railway will be in no wise affected thereby, but the general affairs of this important province cannot be dealt with as a purely Russo-Chinese question. An important point has been gained by the abandonment of the Manchurian Convention. If, however, it is only to be followed by an indefinite occupation of Manchuria, the immediate gain will ultimately be converted into a loss. The Allies are preparing to contemplate the removal of troops from Chihli, although brigandage is still rife—our Tientsin correspondent's letter bears witness to this—and in the same way to the departure of the Russian troops from Manchuria must be faced. The right of guarding the railway line with a sufficient force there is no necessity to disturb. Otherwise there is no reason for separating the Manchurian question from that of North China. If British and other diplomats have intended any thing by their protests to China about the Convention, they are bound in common sense to go on and to secure a clear understanding on the subject of Manchuria.

In the midst of the heavy downpour of rain with which the Colony has been favoured during the past three days the Water Authority appears to have been struck with the idea of playing a practical joke on the residents. In Saturday's *Gazette* there appeared, over Mr. CHATHAM's signature, a notice to the effect that, in the absence of further rainfall, on and after Monday, the 8th instant, the supply of water would be turned on in the public mains only during certain hours in various districts. The threatened householders saw with relief a most abundant fall of rain on Sunday, and Bank Holiday brought a repetition of the same weather. On the latter day, to the consternation of those who were consoling themselves for enforced confinement at home with the idea that at least the water-supply had been replenished, the water was cut off at the public mains in various districts, starting, we believe, at the Peak. Apparently therefore our Water Authority is not satisfied with the rain which has fallen in the last three days. In that case it must be said that his notice in the *Gazette* was misleading. There certainly has not been any "absence of further rainfall." The exact statistics of the fall are not yet made out, but the leanness of some of the showers and the long continuance of the less violent rain preclude the idea of its having been small; moreover, an inspection of the reservoir shows this not to be so. The explanation of the Water Authority's action is difficult to imagine, unless he is laying up a stock of water for a coming dry day.

Among the arrivals yesterday by the P. & O. intermediate steamer *Chelydra* was Lieut. A. Blake, son of the Governor, who will act as A.D.C. to His Excellency.

The return of cases of communicable disease during last week shows 17 plague cases (16 in Victoria), with 15 deaths; and 9 small-pox cases (8 Chinese, one Filipino, all in Victoria), with 4 deaths.

The Penang Cricket Club has a new (to Penang) bye-law to the effect if a tamby fields for any player, and makes a catch he will be credited with 50 cents, and the player debited with a similar amount.

The return of visitors to the City Hall Library and Museum last week shows that the former institution was visited by 392 non-Chinese and 94 Chinese, the latter by 149 non-Chinese, and 1,823 Chinese.

According to the official returns, during the 24 hours (probably the 60 hours, the last return being up to noon of the 6th inst.) ending at noon yesterday there were reported six fresh cases of plague (five Chinese, one other Asiatic) and five deaths (Chinese); and one fresh case of small-pox and two deaths (Chinese).

The new Commissioner of Chinese Imperial Maritime Customs at Kowloon is Mr. R. B. Moorhead.

We have received a letter on the subject of the cutting off of the water-supply on Monday, a question with which we deal elsewhere.

H.M.S. *Aurora* left yesterday for Singapore to take part in the reception of the Duke and Duchess of Cornwall and York. The hospital ship *Cortage* left for Calcutta.

The P. & O. steamer *Coromandel* left Singapore for this port on the 8th inst., at 8 a.m., with the outward English mails, and is due here on Saturday, the 13th inst., at about 10 a.m.

The death penalty will not be carried out in the case of the widow Wong Po, who was convicted of the murder of an ex-messenger of the Supreme Court, at 143, Queen's Road East, and sentenced to death on the 25th ult. The reason, we understand, is the condemned woman's condition.

The Shanghai native journal *Hu Pao* says that in Shanghai, notwithstanding the famine, the people remain quiet, thanks to Governor Tsen and the beneficence of the Court, which hearing on arrival accounts of the distress granted the people 50,000 piculs of rice and 50,000 taels money-relief. Governor Tsen emptied his private purse to relieve distress.

The Hon. Treasurer of the Alice Memorial and Netherese Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

The Mutual Stores	...	\$20
Miss D. Mackenzie	...	5
A. Kuttan	...	5
J. Ullmann & Co.	...	5
W. H. Wickham	...	5
Woonwall & Co.	...	5
A Patient	...	2

Mr. G. J. W. King offered for sale yesterday afternoon, at the office of the Public Works Department, two lots of Crown land, the first, Island lot 1633, situated at Bowen Road, and having an area of 25,000 square feet, with an annual rent of \$172. The upset price was \$6,250, and the sum realised was \$6,270. Mr. Shelton Hooper, of the Land Investment Company, was the purchaser of the lot, which is to be used for the erection of European houses. Rural building lot 100 was bought by Mr. Alexander Mackenzie for \$2,000, and will be similarly built upon.

On Monday evening information was received at the Central Police Station that a murder had been committed at the mess in Kennedy Road of the senior and junior clerks employed by the Mitsui Bussan Kaisha Steamship Company. Detectives sent to investigate the affair found at the mess the dead body of a Chinese servant-boy, and a Chinese watchman under arrest on suspicion of having caused his death. The body, which bore no outward marks of violence, was removed to the mortuary, and the accused man taken to the police station pending enquiries. Dr. Thomson held a post-mortem examination on the body, and found that death was due to failure of the heart, caused by violent excitement. It now transpires that the boy and the watchman were quarrelling, when the former suddenly dropped to the ground and expired. The watchman is still under arrest, but will doubtless be immediately released.

Captain James Fowler, of the trading steamer *Phra Chom Kiao*, died on Sunday morning at half-past ten in the Government Civil Hospital from apoplexy. Whilst at Bangkok lately the deceased had an apoplectic seizure, and was carried from the bridge unconscious, in which state he remained between four and five hours. On coming to Hongkong he made arrangements with his agents to take a long holiday for the benefit of his health, and temporarily resigned the command of his ship. On Saturday night, at about ten o'clock, soon after returning on board from a visit ashore, he had a second stroke of apoplexy. Dr. Gibson was promptly in attendance and ordered his removal to the Government Civil Hospital, where he died without regaining consciousness. Captain Fowler, who was unmarried and aged about 43 years, had been altogether seventeen years in China, and was at one time connected with the British Oriental and the Scottish Oriental Steamship Companies. He was commodore skipper with the latter line. The deceased was well-known and greatly respected in Hongkong and elsewhere. He was a native of Australia.

It is stated that the notorious Yu Hsien, before he was put to death at Lanchow, composed words for two funeral scrolls. The first read as follows:—"For the minister's sin the minister dies, but the minister's wish it changeth not in life or death. My heart is clear. I am no traitorous Chin Hui. My Sovereign's grace I will repay, my Sovereign's grief will I assuage." My Lord and Mistress too may you all combine to save." The second purports to be as follows:—"The Minister dies for his country, the wife and concubine for the Minister's sake as is fitting, but most pitiful is the case of my ninety-years-old mother and my daughter of seven, who will hardly survive. I slew men, this Emperor slew me, why should I repine? But what I do regret is that by the Emperor's grace I served him twenty years in three different provinces and yet have done so little to repay him." Duke San is also said to have composed these words for a scroll before he committed suicide. My Lord is grieved, his Minister dies; but his death is not to be deplored, if it helps his country. The real sadness is that I leave my old mother and young children wrapped in gloom. O azure Heaven! Why did we come to such a pass!"

The Straits Settlements have declared Moulmein an infected port on account of the cholera existing there.

An import of 44 par lb. on sugar in England would yield £3,000,000, a fact which increases the belief that a sugar tax is probable in the new Budget.

It appears from a London telegram of the 14th ult. that the mortality from influenza in the metropolis then amounted to 40 cases weekly and was increasing.

The *New York Sun* has apologised for publishing a garbled account of the letters of Lieutenant Morrison, of the Canadian Contingent, with reference to "British brutality" in South Africa, and has dismissed the author, who was the Ottawa correspondent.

A curious fact in connection with the steamer *Ophir*, which is conveying the Duke and Duchess of York and Cornwall to Australia, is that before she started a portion of the civilian firemen on board refused to be vaccinated. The rest sympathising with them, all were dismissed, and replaced by men from the Naval Depot.

The "Imperial Queensland Opal," the property of Mr. Maurice Lyons which is reported to be worth £50,000, was being exhibited at the Victorian Agency in London last month. It is stated that the owner intends to offer it to the King as a contribution to the coronation regalia, in honour of the Commonwealth of Australia.

A London telegram of the 10th ult. to an Australian paper states that the popular Lancashire cricketer Briggs has had a serious relapse of his complaint and has been removed to an asylum. It will be remembered that Briggs rather unexpectedly recovered from his previous attack and played for Lancashire last season.

A Renter's telegram dated London, 23rd March, reports from Peking that doubtless the timely arrival of British Marines at Tientsin averted a serious danger. They replaced the Madras Pioneers who for several days were surrounded by crowds of foreign soldiers, mostly French who abused the Sapeys and called them coolies. After this we read that "the French regiment at Tientsin, which is composed largely of Parisians, is being replaced by another from Peking."

A *New Press* telegram, dated Peking, 29th March, says that it is now decided that the British forces in Peking are to evacuate. Headquarters will be transferred to the Summer Palace five miles north-west of Peking, with a portion of the forces, and the remainder of the troops will go to Peking as soon as the weather begins. Peking is declared to be quite untenable through the summer, for sanitary reasons, and only the most urgent political considerations could keep the forces here. These do not now exist. It is expected the Emperor will move readily come to Peking in consequence of this decision.

The Nanchang correspondent of the *N.C. Daily News* says that the new Governor of Kiangsi has taken hold of matters with a stiff hand. If the report of the under officials is any criterion, and is judged to be a vigorous old man—Much difficulty is being experienced in the adjustment of the Roman Catholic claims. The officials say they are willing to pay all just claims, but are unable to meet claims that seem to them after careful investigation to be exorbitant. It is suggested that all claims for indemnity be submitted to a board of arbitration, for the probabilities are that such a board would approve all legitimate claims.

POLICE COURT.

Tuesday, 9th April.

BEFORE MR. HAZELAND.

DIDN'T KNOW THE REGULATIONS. The master of the steamer *Servic* was summoned by Sergeant Smith for blowing the vessel's whistle needlessly and other than for the purposes of navigation. The defendant said his ship had been piloted to what he considered was a dangerous anchorage, and he determined to take her out. In the absence of a pilot he had to perform the work himself, and blew the whistle to warn junks and other craft in the vicinity. He had not been in Victoria Harbour before, and did not know the regulations.

His Worship—Oh, you must have known it was against the regulations to sound your whistle as you did. I fine you five dollars.

MONKEY-WATCHING. A hawker down Wanchai way was on Monday day looking to shoulder his wares, when a dollar rolled out of his pocket. He did not see the coin fall, but a ricksha coolie did, and promptly picked it up and bolted. A boy standing near told the hawker of what had taken place, and the latter pursued the thief and had him arrested. The dollar was found in his waistband.

His Worship sent him to prison for three weeks, with hard labour.

NO LIGHT. A cashier in the Field Controller's office, C.E.F., was fined \$5 for riding his bicycle without a light after sunset on the 5th inst.

PROSECUTIONS BY PUBLIC WORKS DEPARTMENT.

Mr. H. P. Tooker, executive engineer of the Public Works Department, prosecuted a Chinese contractor, of 24, Stanley Street, for blasting stone on Causeway Road within fifteen yards of a dwelling house, without first having covered the stones to be blasted with a shield or taken any precautions to prevent fragments from being projected into the air. Mr. Tooker said that a piece of stone almost struck him. The defendant was fined \$25.

A similar penalty was imposed upon another Chinese contractor for erecting a shed or structure of mats on Crown land without the previous sanction of the Director of Public Works. He was further ordered to remove the shed by six o'clock.

ELIOT HOUSES. Eleven Chinese householders were summoned by J. Roger, inspector of nuisances, for failing to keep their dwellings in a cleanly condition. They were each fined in sums ranging from \$1 to \$5.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 8th April, 7.22 p.m.

COURT PREPARES TO LEAVE
HSIAN.

Honan despatches report that large barges are being built for the transport of the Court across the Hoang Ho, on their journey to Peking.

REACTIONARY APPOINTMENTS.

Yu Yen-jin has been appointed Governor of Kwangsi and Hsi Liang Governor of Hupeh, both of them being violent reactionaries.

SHANGHAI, 9th April, 7.5 p.m.

NEW REFORM PROGRAMME—
CHINESE OFFICIALS' PROPOSALS.

The Viceroy and Governors have jointly agreed that the following reforms are necessary for immediate adoption:

- (1) Princes and nobles shall go abroad for study;
- (2) Graduates shall study abroad before becoming officials;
- (3) All examinations require thorough and reasonable revision;
- (4) More schools and colleges are required;
- (5) The Army must adopt foreign drill;
- (6) The three years' limit of office must be abolished in the case of deserving officials;
- (7) The model recommended for the police is the police force at Shanghai;
- (8) The Imperial Post must be extended over the whole Empire;
- (9) The silver dollar shall be the universal legal tender.

REUTER'S SERVICE.

LONDON, 6th April.

THE PLAGUE AT CAPETOWN.
BRITISH SOUTH AFRICA.

General French's column is suffering great hardships. Supplies have been unobtainable for days owing to the rains.

Colonel Plumer has occupied Pieterburg, rust unopposed. A portion of the late Boer invaders have recrossed the Orange River.

LONDON, 7th April.

BRITISH SOUTH AFRICA.

The Boer invaders have occupied Philippstown.

FIGHTING IN MANCHURIA.

It is announced in St. Petersburg that hard fighting has taken place between the Russians and Chinese in Manchuria, between Kobansk and Siumingting, in which several Russians were killed. The Chinese lost heavily and fled northwards.

LONDON, 7th April.

RUSSIA AND MANCHURIA.

Russia in an identical note to the Powers on the 3rd instant says that, as any special agreement on the subject of Manchuria might involve the neighbouring Empire in difficulties, instead of serving as a proof of Russia's friendliness towards China, Russia does not insist on such agreement, but renounces all possible negotiations about Manchuria, and in the meantime quietly awaits the course of events, whilst adhering to her oft-repeated programme.

LONDON, 6th April.

ILLNESS OF THE CHINESE MINISTER AT ST. PETERSBURG.

Yung-yu, the Chinese Minister at St. Petersburg, was seized with apoplexy after an interview with Count Lamdorff, and is lying unconscious. No agreement can be signed until he recovers, or is replaced.

Delayed.

SUPREME COURT.

Tuesday, 9th April.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. NIRE (PUISNE JUDGE).

A WAGES DISPUTE. His Lordship had before him the suit of Ng Sing Chi, The Kowloon Wharf and Godown Company, Limited, and the cross action thereto.

Mr. Reece was solicitor for the plaintiff, and Mr. Looker (Messrs. Deacon and Hastings) represented the Company.

It was an action brought by the plaintiff, a captain of a lighter to recover \$90 alleged to be due for wages from 1st January to 15th February, and the cross action by the Company was to recover the same amount, as and by way of damages for breach of contract.

Evidence having been tendered, that of the plaintiff in support of his case, and by Mr. Hastings, an overseer, on behalf of the Company, His Lordship gave judgment for the amount claimed in both suits, with costs.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 26th March.

NO NEWS AND MANY RUMOURS. The situation is unchanged in its international and imperial aspects, and there is absolutely no progress to chronicle. We have every day the same crop of silly rumours that the Court starts for Peking next week, that the Empress has consented to abdicate her power and to become a nun, that she is at death's door with an incurable disease, &c., &c., but sane spectators of the game know that these are nothing but the creation of the newspapers, who has to justify his presence to his employees and find it a very hard thing to do if he confine himself to the fabrication of mere news. Never before during a decade and a half in North China have I known such a dearth of trustworthy news on the subject of the Court and Chinese affairs generally. The Japanese rumour press is especially the victim of false intelligence in connection with things Chinese; one might safely postulate that two thirds of their telegraphic intelligence from China is wrong or speculative, and the other third trivial.

THE END OF THE LOCAL CRISIS.

Our twofold local crisis is over, and we are once more reduced nearly to normal calm. Count von Waldmann was the *deus ex machina* in disposing of the Railway excitement. With great commonsense he suggested that both claimants should withdraw their guards and leave things exactly as they are. All investigation be made into the subject of title. The sensible, as you know, consists entirely in the right to a piece of land sold by one. Even if he has destroyed all documentary evidence, priority of possession can be determined by other means. Each side is content that it is only claiming its own, and disclaims all intention of jockeying the other; if this be so, then a logical investigation under competent and impartial judges is an infinitely better method of establishing claim than by armed guards. In the present attitude of China, Russia, Christendom, and Japan's resort to force, until all other means have been tried, would be nothing but an unnecessary crime.

ANGLO-FRENCH DIFFERENCES SETTLED. During the week General Bailford, the second in command, has come down from Peking and has by a judicious mixture of tact and strength, all but settled the Anglo-French difficulty. He has persuaded his compatriots that the British action is according to them from the British position was not the mere outcome of an acute Gallophobia, but the direct result of the conduct of a few of their more thoughtless comrades, he pointed out the inappropriateness of walking about armed and of practical joking, and said that if he got the prohibition removed he hoped they would give no justification for reimposing it. Then he approached our people in a friendly way and under a pledge of expressed confidence that the annoyance would not recur got the rate removed. Our folk were only too glad to do it on every ground, among others, that the French were making access to the Railway impossible, to say the least of it, and it is even dangerous to be on bad terms with one's neighbours. It is to be understood that the temples of Aphrodite (Japonesque) are only accessible to the gallant Gauls by a pilgrimage through our Settlement, hence many weeks. We seem just a little anxious yesterday when we had an abundance of young British troops in the town. The Royal Welsh were here en passant to Peking. There is no doubt that the Welshmen, especially in alliance with the New South Welshmen and Victorians, would not have kept over an occasion for a little fight just to diversify the tedium of these peace times. Things yesterday were in marked contrast to last Sunday, when an Indian was badly mauled and more than one British officer blessed, harassed or jostled on the roads of the French Concession.

MR. STONKHOV'S DEATH.

There is a report, which I have not been able to disprove, that the Rev. J. Stonkhov of the London Mission was two days ago brutally killed by a band of mounted bandits some half way between Peking and Tientsin near Lo-Fa. Such an incident, deplorable as it is, is highly probable, and the wonder is that we have had so few of them during these troublous times. Between Tientsin and Taku, on this side of the River, mounted marauders have been rushing the villages and making night attacks during the last six weeks. Robbery is almost the only course open to the scallywags of the disbanding soldiers, moreover the bad character of this whole neighbourhood have for years lived by the piracy on the River, and now that little merchandise comes up they are finding times hard. The military transport is of course always guarded.

CITY AND RIVER IMPROVEMENTS. The Provisional Government will long be famous in Tientsin for its zeal in the way of Public Works, indifferent in many other respects, this assembly of Colonels and Majors has really done more in six months for urban and river improvement than the Chinese would have done in six centuries. The old and useless city walls are down, and are being replaced by good broad streets; a fine promenade now runs for four miles down the Pei Ho's right bank, and this week the Board has anticipated the action of others by devoting £100,000 to a new form of River improvement viz. the straightening of the channel by cuttings. At the end of the Tientsin Reach just below the Concessions a new cut is to be cut through a neck of land one mile long, thus obviating a circuitous bend of three miles and two very difficult and shallow corners. Several of these great cuttings are wanted, but this is the most urgent; and it is extremely creditable to the Government that it has attacked the problem. Even if its work is absorbed in that of the proposed "Conservancy" it will still have

the credit of inaugurating a great measure of public, and almost national importance. There is abundance of water in the Poi Ho this spring. Mr. de Linde's scheme is so far completely successful; what is now wanted is to deepen and especially to lengthen the channel in the acute lands. No vessel of over 200 tons can get round them at present.

Later.

THE AUSTRALIAN DEFAT.
The Victorian half of the Australian Contingent left at this morning. There was a remarkable demonstration of good will on the part of the band of the band. General Campbell voiced the sentiments of all. The civil and military, in conferring on common obligation for their splendid services, the General said that in all his long service he had never been associated with a more and better disciplined body of men, and that he and we parted with them with the greatest regret. The band of the Hongkong Regiment played them off, and almost every officer and man of duty in the garrison turned out to wish the men "God speed" home. The New South Wales Contingent followed to-morrow from Peking.

I grieve to say the news of the tragedy to Mr. Stonehouse is confirmed, though no particulars are yet to hand.

CHANGE DOINGS.

The morning of March Settlement, Hongkong, 1901.

Phew! At last the Settlement, that March Settlement which has been weighing on the Riolo mind for weeks past, that Settlement, which it had been predicted, would surely cause a slump all round, has come and gone, and yet the market has kept its equilibrium. That it should have occurred on a Saturday was in itself a serious disadvantage, but thanks to the staff of the banks principally concerned, who on this occasion, as on many other occasions of emergency, were most obliging and accommodating, everything passed off like clockwork. Such a heavy Settlement has not been known since those never-to-be-forgotten days of 1888 and 1889, when the share market was at its height. But what a difference between the mad speculation of that mad period, to recover from the evil effects of which it took Hongkong four bitter years, and the healthy investment business of the present day! Instead of the men of straw, who then constituted the bulk of speculators and who, for a time, were able to control the market to their own undoing, we now have sober-minded solid business men, who would not incur losses under any conditions, and who can be depended upon in case of a panic. Instead, too, of the shady ventures, such as bogus tobacco companies, silver mines in unknown lands, and others of the like kind, which were panned off on a too trusting public and took vast sums of money out of the Colony, we now have sound productive concerns, all judging from their published statements, in prosperous condition and attracting capital here from all over the East. There can be no question that it is to this last factor that we owe, in a great measure, our present easy financial situation.

The month has not been without its anxieties, but these were only transient, and were lifted over without any difficulty. Settlement realizations were generally profitable, but those came off best who held out to the last, and who were not worried into parting with their holdings at the first sign of any slight momentary weakness. The stock which was mostly feared was, of course, Banks, in which a very heavy business had been doing for some time past, but they held firm up to the last. A big line of these shares has found its way up North, but destined, I believe, for a more important market. There was, however, very little new business done during the month, only a few insignificant lots changing hands, on time, viz., 374 per cent. to 375 per cent. for July, 365 per cent. to 366 per cent. for May, and 361 per cent. to 358 per cent. for April. The cash rate closed at 353 per cent.

Docks—kept steady, but quiet during the greater part of the month. Latterly, however, there was again a brisk demand, fancy prices being paid for forward shares when obtainable. The old scrip is now in the hands of the Company, to be exchanged for new. This change is a positive boon to small investors, who will now be able to pay their savings in a concern which has been beyond their reach hitherto.

Shipping—A steady business has been doing in India all throughout the month, the northern port being the principal buyer, both for cash and on time. The month's quotations varied very little, having been \$119 to \$121 for June, and \$117 to \$119 for August. Steamboats experienced a heavy drop, falling as low as \$32, but latterly, recovering somewhat, closed steady at \$33. This sudden decline is doubtless owing to that periodical life note to the Company, another opposition on their line. It is rumoured, however, that the latter has already broken down. Douglas was picked off the market at the uniform rate of \$48, but the supply seems continuous, sellers still ruling the market at the close.

Star Ferries appear to be daily coming into increased favour, buyers being prepared to pay \$22 for old shares and \$7 for new, but very few shares are forthcoming.

China Sagars—Under this head last month I mentioned that a good statement and a good dividend may be expected. I see I was not wrong in this prediction, as a few days after its appearance in print the announcement was made that it had been decided to declare a dividend of \$1 per share, a handsome dividend indeed, and one much beyond what the most sanguine of shareholders could have expected. When it is remembered, but a twelve-month back, what a sorry plight the company's affairs were in, its recuperative powers must appear all the more remarkable, and the General Managers deserve the greatest credit for effecting this wonderful change in such a short time. It is

devoted to be hoped that the Chairman's anticipations of favourable prospects for the current year will prove equally right as his anticipations of last year have certainly proved. Immediately the dividend became known, a rush, of course, was made for shares, which soon rose from \$134 to \$143, from the latter figure they fell back to \$137, but have since rallied, and close at \$136 1/2.

Kowloon Wharves.—The strong enquiry of last month, when the closing rate was \$95, slackened somewhat in the early part of the period under review. Of a sudden, however, a determined demand set in, which, being very poorly met, rapidly pushed up the rate to \$100, but even at this latter figure very few shares were parted with. Rumours of railways, and reports of larger profits that the company is making, have played their part in accounting for the sudden rise, but the real reason probably is these shares have been standing below their intrinsic value for some time. Be that as it may, the market closes very firm, and shares are scarce to find.

Hongkong Lands kept fluctuating between \$195 and \$200, and were done in fair lots, both for cash and on time at perhaps slightly higher than the equivalent cash basis. Humphreys Estates have attracted a good deal of attention, and rose from \$12 to \$13.

Hongkong Hotels.—Not much has been doing in these shares, except a few settlement lots and a small forward business, the rate having remained almost stationary and ranging from \$123 cash div. and \$119 ex div. The Company's earnings for the last half-year, some \$71,000, have, as I said two months ago, not come up to expectation, but this fact did not depress the market any further, seeing that the stock has stood much too low ever since that memorable and disastrous meeting of six months ago, when the directors and shareholders disagreed. On that occasion the director's report was thrown out and an amended one was put to the vote and passed, in spite of their strenuous opposition. En passant, it may be permissible to ask, as the result of that meeting, does not the position of the directors appear unprecedented? In the present case we have the curious spectacle of the directors actually declaring a dividend which, on their own admission, they consider is not justified by the profits, and when their mature judgment would have recommended a smaller one.

Cements.—This company's dividend of 8 per cent. has come rather as a disappointment, holders of this scrip having been in hopes of getting at least 10 per cent. Consequently, shares have been offering freely, and are obtainable at \$13.

Watkins, Limited.—The statement for the year, shows a total profit of a shade over \$18,000, not a bad profit for a concern of its size, especially when it is taken into consideration that it was made almost entirely in the company's ordinary business alone. It appears that the manager's several trips to Tientsin, with medical and other comforts, have not borne fruit yet. The quotation is somewhere about \$104, sellers.

Hongkong Cottons have again had a relapse, and are a drug on the market at \$7.

Mining.—The result of the Raub crushing has come to hand (about 1,500 tons), and is certainly more promising. Buyers at \$38 failed to obtain many shares, the market closing very strong. Others also appear to be improving, the cable results of the 19 days' crushing, viz., 360 tons, out of about 500 tons of ore, raising the hopes of those who have pinned their faith in this company.

B.E.A.

LAWN TENNIS.

The annual Lawn Tennis Match between the Hongkong Cricket Club and the Ladies Recreation Club is announced to take place on the Cricket Club Ground to-day, starting at 3 p.m. The following will represent the two Clubs—

H.K.C.C.
T. Beacom Smith (Capt. Langhorne, R.A.)
F. Mainland
H. Humphreys
A. Humphreys
E. F. Mackay
P. A. Cox

The Hongkong Cricket Club will be "At Home" during the afternoon and ladies are invited to attend.

By kind permission of Col. the Hon. Berlie and Officers, the Band of the R.W. Fusiliers will play during the afternoon.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Coromandel* left Singapore for this port on the 8th inst., at 3 a.m. with the outward English Mail, and is due here on the 13th inst. at about 10 a.m.

The Austrian Lloyd's steamer *Trieste* left Kobe via Moji for this port on the 8th inst.

The O. S. S. steamer *Ulysses* left Singapore on the 7th inst., and is due in Hongkong on the 12th inst.

When Oom Paul first visited England he was the object of much concern to his fellow passengers on board the liner from Capetown, many of whom were consumed with curiosity when they noticed his absence from the dinner table for the first four days out (says the *St. James's Budget*). On inquiry they found that the careful Transvaal spent the dinner hour on deck, where he eagerly devoured bling and biscuits. When asked his reason, he testily replied: "I have no money to feed away on expensive eating like you Englishmen." The correspondent who tells the story, and was on board at the time, adds: "You should just have seen the old man trying to make up for lost time when it was explained to him that his passage-money included his meals on board."

LIFE AND VIGOR FOR THE HAIR.—The only formula which really possesses nutritious virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes dandruff, restores the hair, prevents the hair from falling out, and should always be used for children's hair, no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue using it; also in a golden colour for fair hair.

Sold by Stores and Chemists. [1432-3]

HONGKONG RIFLE ASSOCIATION.

The Easter Prize Meeting of the Hongkong Rifle Association, which opened on Friday, was continued on Saturday and Sunday, when all the competitions, with the exception of the Ladies' Competition, were concluded. The last named event is one always productive of the keenest interest, and it was with great reluctance that the promoters of the association decided, on account of the unfavorable weather, to postpone it till Saturday next, when firing will commence at three o'clock.

Though not at all favoured by propitious weather conditions, the competitors on the whole have made very creditable scores. Mr. G. P. Lammett, with a score of 305 out of a possible 350, is the champion shot of the year. Mr. Marshall, second last year, again takes the same place, and Mr. McLennan is third. Appended are the principal scores—

CHAMPIONSHIP—1st Stage. Seven shots at 200, 500, 600 yards (Eight possible scores 105) 4 prizes, \$15, 10, 7, 5. 200 yards kneeling.

	200 yds.	500 yds.	600 yds.	Total
1 H. Hobday, A.B. (H.M.S. Goliath)	33	33	31	97
2 Mr. G. P. Lammett	32	35	30	97
3 Q. M. Sgt. West, R.E.	31	32	33	96
4 Mr. J. Marshall	27	34	34	95
5 Sgt. Inst. Wake	27	34	34	95

Range prizes in the above were won as follows—

	At 200 yards.	At 500 yards.	At 600 yards.
1 H. Hobday, A.B.	33	32	31
2 Mr. G. P. Lammett	32	35	30
3 Q. M. Sgt. West, R.E.	31	32	33
4 Mr. J. Marshall	27	34	34
5 Sgt. Inst. Wake	27	34	34

CHAMPIONSHIP—2nd Stage. 10 shots at 500 yards, 15 shots at 600 yards, 4 prizes, \$15, 10, 7, 5.

	500 yds.	600 yds.	Total
1 Mr. J. Pidgeon	49	69	118
2 Mr. D. McLennan	46	71	117
3 Mr. A. Watson	49	67	116
4 Mr. R. Lapey	48	65	113

Range prizes in the above were won as follows—

	At 500 yards.	At 600 yards.
1 Mr. G. P. Lammett	49	69
2 Q. M. Sgt. West, R.E.	49	67
3 Mr. J. Pidgeon	48	65
4 Mr. R. Lapey	48	65

CHAMPIONSHIP—3rd Stage. 10 shots at 700 and 500 yards, 4 prizes, \$15, 10, 7, 5. (H.P.S. 100).

	700 yds.	500 yds.	Total
1 Mr. G. P. Lammett	47	96	143
2 Sgt. Inst. Wake	47	95	142
3 Mr. J. Cramer, R.N.	48	94	142
4 Mr. J. Marshall	46	96	142

Range prizes in the above were won as follows—

	At 700 yards.	At 500 yards.
1 H. Hobday, A.B.	49	69
2 Mr. G. P. Lammett	49	67
3 Q. M. Sgt. West, R.E.	48	65
4 Mr. J. Pidgeon	48	65

Championship Grand Aggregate. Aggregate of 3 Stages as above (H.P.S. 330) 10 Prizes.

	1st Stage	2nd Stage	3rd Stage	Total
1 Mr. G. P. Lammett	37	112	96	345
2 Mr. J. Marshall	36	111	92	339
3 Mr. D. McLennan	32	117	88	337
4 Mr. W. Stewart	34	111	90	335
5 Mr. J. Pidgeon	49	118	82	349
6 Mr. A. Watson	49	116	89	354
7 Sgt. Inst. Wake	95	101	95	291
8 Sgt. Bowry, R.E.	91	112	85	288
9 Mr. A. Mackenzie	91	108	89	288
10 Mr. R. Lapey	90	113	84	287

The following scores are also recorded—

	Score
Mr. J. Cramer, R.N.	89 102 85 286
H. Hobday, A.B.	97 102 87 286
Q. M. Sgt. West, R.E.	95 101 86 282
Mr. D. Baldwin	88 108 85 281

ALL COMERS AGGREGATE—5 shots at 200, 500, 600, 700, 900 yards, unlimited entries (H.P.S. 125).

	200 yds.	500 yds.	600 yds.	700 yds.	900 yds.	Total
1 Q. M. Sgt. Wallace, R.E.	23	25	24	25	25	122
2 Mr. A. Watson	23	25	24	25	24	121
3 Mr. G. P. Lammett	23	25	25	25	23	121
4 Q. M. Sgt. Wallace, R.E.	23	25	24	25	23	120
5 J. Marshall	23	25	24	25	23	119
6 D. McLennan	23	24	23	24	24	118
7 J. Cramer	22	23	24	23	24	116

Range prizes in above were won as follows—

	At 200 yds.	At 500 yds.	At 600 yds.	At 700 yds.	At 900 yds.
1 Mr. J. Marshall	23	25	24	25	23
2 Q. M. Sgt. Wallace, R.E.	23	25	24	25	23
3 Mr. A. Watson	23	25	24	25	24

At 500 yds. (3 prizes, \$10, 7, 5, to be divided amongst the following, who all scored possible)—

	Score
Messrs A. Watson, D. McLennan, H. Shoolbred, J. Marshall, J. Pidgeon, G. P. Lammett, M. Sgt. West, H. Hobday, A.B., and Q. M. Sgt. Wallace. (Five 25s counted out).	25
At 600 yds. (3 prizes \$10, 7, 5, to be divided amongst the following, who all scored possible)—	25
1, 2 & 3 Mr. J. Marshall	25
4 Mr. G. P. Lammett	25

(Three 25s counted out).

	At 701 yds.	At 900 yds.	Total
At 701 yds. (3 prizes, \$10, 7, 5, to be divided equally amongst the following, who all scored possible)—	25	25	50
Mr. G. P. Lammett, Mr. A. Watson, Q. M. Sgt. Wallace, Pto. Pond, R.W.F. Mr. D. McLennan, and J. E. Crocker, R.N. (Eight 25s counted out).	25	25	50
At 900 yds. (3 prizes, \$10, 7, 5, to be divided amongst the following, who all scored possible)—	25	25	50
1 Q. M. Sgt. Wallace, R.E.	25	25	50
2 Q. M. Sgt. Wallace, R.E.	25	25	50
3 Mr. A. Watson	25	25	50
4 Mr. W. Stewart	25	25	50

NURSERY AGGREGATE.—(For other than A Class) 7 shots at 200, 500, 600 yards. (Kneeling at 200). (H.P.S. 105). 5 prizes.

	200 yds.	500 yds.	600 yds.	Total
1 Mr. R. A. Collins	31	34	30	95
2 Pto. Pond, R.W.F.	29	32	31	92
3 Q. M. Sgt. West, R.E.	27	30	31	88
4 Mr. C. A. Ormsby	26	28	32	86
5 Mr. J. I. Andrews	26	28	32	86

EXPORT CARGO.

Per P. & O. steamer *Bombay*, sailed on the 6th April, for London—70 bales waste silk, opt. Manchester, 50 bales cam, 10 pkgs. effects, 17 pkgs. effects and curios, 3 cases human hair, 89 cases (cannot crackers. For Manchester—5) bales waste silk.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE WAR IN SOUTH AFRICA.

Adelaide, 18th March.

REPORTING THE BOERS.
The British Secretary for War has stated that, if found necessary to deport more Boers from South Africa, Britain will not hesitate to do so. He also states that in the event of Boers being deported the advisability of sending them to Australia, instead of to Ceylon and India, will be considered.

DE WET AND THE TRANSVAALERS.
According to Renter's correspondent, De Wet distinctly states that he will have nothing to do with the negotiations now proceeding for the surrender of the Boers, and he has publicly stated that, next to Britishers, he hates Transvaalers most.

KITCHENER URGED TO SUBMIT.
A leading pro-Boer newspaper in Brussels is urging Kruger to recognise the fact that the emancipation of the Boer republics is now an impossibility. The same paper says it is utterly useless to continue the struggle any longer, and expresses the opinion that the carrying on of the campaign is now a barbarous and even criminal proceeding. The time has arrived, the paper concludes, to put a stop to the unequal struggle, and thus prevent the total extermination of a brave people.

18th March.

PROPOSED BOER SURRENDER.
Most of the correspondents in South Africa agree in stating that the Boers in the Transvaal and the Orange River Colony are now openly discussing the question of a general surrender. Previously they were afraid to do so for fear of incurring their leaders' displeasure, and consequent punishment.

BOERS SHORT OF STORES.

It is stated that the Boers are getting into dire straits owing to the scarcity of supplies. Several commanders have been unable to obtain sufficient food, and are consequently suffering severe privations.

BRITISH TROOPS MAKE A BIG HAUL.

The different forces of Britishers in the Transvaal and Orange River Colony have made some successful raids recently. During the last few days they have succeeded in capturing over a hundred thousand head of stock, including sheep, cattle and horses.

BOER COMMANDO SURRENDERED.

The Boer commando under Fourie is now within the cordon of British troops. This force escaped from Dewetsdorp some time ago. It is reported that the Boers comprising the commando are enquiring the best terms obtainable from Kitchener in the event of their surrendering.

BRITISH TROOPSHIP DISABLED.

The troopship *Northam*, with a contingent on board for South Africa, became disabled whilst at sea. She was towed to the Ascension Islands in a helpless state.

BOER REJECTS KITCHENER'S TERMS.

The fact that Botha has rejected the British terms of surrender, offered the Boers through Kitchener, has caused much disappointment amongst the Boers in Pretoria. Writing to Kitchener on the subject Botha said that his chief officers and the majority of the members of his Government entirely concurred with his action.

Commenting upon Botha's letter the *Times* asks what constitutes Botha's Government. This refusal upon the part of the Boers to accept British terms emphasises Kitchener's special difficulties for his men, so as to enable the British troops to vigorously prosecute the war during the coming winter.

TRAIN WRECKING.

Since Komati Poort was occupied by the British the Boers have wrecked no less than twenty-one trains on the Delagoa Bay railway line.

MILNER'S HEADQUARTERS.

Sir Alfred Milner, the Governor of the Transvaal and the Orange River Colony, is making Johannesburg his headquarters.

HOW THE BOERS GAINED TIME.

During an interview with Kruger, the latter stated that Botha's sole purpose in negotiating with Kitchener reposed surrender was to gain time to collect supplies to continue the struggle for independence.

Three Laas rebels have been shot, by Kitchener's orders, for being concerned in the wrecking of a train on the Port Elizabeth line.

APPROACH OF WINTER.

In view of the approaching winter the British War Office is sending three hundred thousand blankets and a large quantity of other comforts for the use of the troops.

A large central camp is being formed in the Transvaal for sixteen thousand British Yeomanry.

THE PROGRESS OF AFFAIRS.

Kitchener reports that during a recent skirmish with the Boers Philip Botha, a brother of the general, was killed, and two of the general's sons wounded. Kitchener also reports that all the Boer commanders in the Orange River Colony have now been disbanded and scattered.

It is believed that De Wet is located at Heilbron, on a hundred and fifty miles to the north of Bloemfontein.

Twenty thousand mounted British troops are now distributed throughout the four divisions of the Orange River Colony.

Milner has appointed an Executive Council to administer Transvaal affairs.

Latest reports from the seat of war go to show that the number of deaths from enteric is rapidly decreasing.

THE ABORTIVE NEGOTIATIONS.

INSURANCES

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The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

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Agents.
Hongkong, 21st April, 1901. [24]

LUNION FIRE INSURANCE COMPANY, LTD.
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The Underwritten, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.
A. B. MARTY,
Agent.
Hongkong, 1st August, 1900. [2794]

L'URBAINE FIRE INSURANCE COMPANY, LTD.
(Established 1823)

The Underwritten, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [439]

SALAMANDER FIRE INSURANCE COMPANY.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Agents.
Hongkong, 2nd April, 1901. [53]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHAW, WATSON & CO.
Agents.
Hongkong, 22nd June, 1900. [1872]

SUN INSURANCE OFFICE, LONDON.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [130]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [23]

PHENIX FIRE OFFICE.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY, LIMITED, TORONTO, CANADA.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. MEYER & CO.
Agents.
Hongkong, 18th May, 1900. [1512]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Underwritten, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 29th May, 1894. [31]

FOR SALE.

TWO SECOND-HAND TYPE-SETTING MACHINES.

These Machines are in good condition and are being sold, as they have been replaced with larger and quicker machines.

Apply to **MANAGER**
Hongkong Daily Press Office.
Hongkong, 1st April, 1901. [915]

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TO THE PUBLIC AND OFFICERS OF SHIPS.

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Address: NISSEI HON MACH, TCHONG.

Mori, 27th January, 1901. [155]

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The Underwritten, being closely connected with the **MILLS AT PORTLAND AND PUGET SOUND**, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [50]

BANQUE DE L'INDO CHINE.

WHEREAS the following UN-ISSUED NOTES have been STOLEN from the Promissory of the Banque de L'Indo Chine, and which said Notes are expressed on the face thereof to be payable at the Branch Office of said Banque in Saigon, the numbers of which said Notes are as follows:—
Series V 49 1 to 1,000 of \$1 (One dollar) each.
Series Z 49 1 to 1,000 of \$1 (One dollar) each.
The Public are hereby CAUTIONED against purchasing or dealing in any way with such Notes, as the Banque de L'Indo Chine accept no liability for the same.

By Order of the Chief Manager in Saigon.
For the Banque de L'Indo Chine.
L. BERINDOAGUE,
Acting Manager.
Hongkong, 26th February, 1901. [601]

NOTICE.

THE YAU SHUN CHOP, dealer in Fine Cloth for over one hundred years in the YEE SHUN FIRM, of CHAM MOOK LAM, Canton, has now REMOVED to the CHUNG WING FONG, income shop, of CHAM MOOK LAM, whilst the new shop is being prepared, and will subsequently REMOVE to the CHAM MOOK LAM STREET EAST at the end of this month.
Dated 1st April, 1901.

YAU SHUN,
Cham Mook Lam East, Canton.

PORTLAND CEMENT

J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [769]

A LUCKY ESCAPE.

BY **CLIVE E. FENN**
(Author of "A Far Away Memory," &c.)

It had been a stiff morning's fight. The dum dums had worked a way with the Baggarra horsemen, but yet a good many English went to the last account too.

Estcourt recalled being struck down, and then a curtain fell. The next thing he realised was, he was being lifted up; he heard someone say, "He is alive."

Then he was put on a horse in front of a rider, and a long march began.

The hot day, the scene, the desert—all that seemed to go by like a mist; his head swam. It was not till the cool of the evening, when there was a halt, and he and his companion in misfortune, Sergeant Brooke, were placed in a hut that complete consciousness returned.

He saw that though his own case might be bad that of the Sergeant was immeasurably worse; the non-commissioned officer lay there looking up at the roof.

"He will die," he thought.

When a man in authority looked in and asked in guttural French if he was well, Estcourt uttered a protest on behalf of his fellow-prisoner.

"Do something for him," he said.

The man shrugged his shoulders.

"Mais il se mourir."

"Qu'il meure donc," was the brutal reply, and he staggered out of the hut.

The Sergeant was in a delirium a few hours later, fighting himself fighting. Estcourt watched over him. When morning came he appeared appreciably better.

He was afraid that they would separate them, but though several guards came into the hut at about mid-day they went again without doing more than glance at the fetters which had been fastened on the prisoners' wrists and ankles.

In the afternoon Estcourt heard his name called. The Sergeant was lucid, but was wearing the end.

"I am lost," he said feebly: "I am lost. Estcourt, give me your hand. You have much to wish me ill for."

"But I don't wish you ill. All that is forgotten. By-gones are by-gones for ever."

"Thanks. What fools we were. How we miss our chances here! Good-bye."

The Sergeant's head fell back. He was dead. Estcourt laid a cloth over the face, and called the sentry who was outside.

"What is it?" he said.

"You see my friend: he is dead."

The man made a gesture and went out, and a few hours afterwards the body was taken away and buried. Later in the day the man who spoke French appeared again.

"Will you join us?" he said.

Estcourt indignantly refused.

"You had better reconsider that," said the man. "You would have a post of confidence. You would be at the door of the master."

"I have considered," he replied.

"You will not join us?"

"I will not join you."

"You will at least give your parole?"

"I will not."

"Temple fool! You cannot escape, and such conduct, such obstinacy, will make your treatment more severe."

"All the same I am determined. I shall not change."

"Then you have but yourself to blame for what may occur."

He gave an impatient shrug of the shoulders and walked out abruptly into the blinding white sunlight which looked so dazzling, so curiously brilliant, viewed from the shadow of the dark hut. Hours went by; he forgot that the Sergeant was dead, that now he might try to escape, that nothing withheld him.

"And yet," he thought, "need I have considered him? He made the poor chaps lives wretched."

Then he fell to thinking about why he, an Oxford man, had enlisted—a question, a home, a fit of pique. Perhaps all that would be forgiven now.

It was all very strange. A feeling of indifference came upon him. It did not much signify, after all, and the past, the old life, the beating piano, the piano at night, the remembered words of a song.

"Poor Jim!"

How I envied him!

All the old dreams of a vanished summer, with a scene in a lilac scented garden and an early morning departure before the break of day, with the life in later days, the contentment, the excitement of a military life at the Victoria Barracks.

Windsor—all that came back in a quaint misty way. What would they be doing in London just then?

And as he lay there, thinking of the old days, and listening to the sounds of the night, the purring flight of a moth, the drowsy clatter of a camel, the confused medley of soft cries and movements, it seemed as if he was being introduced in a dream to a consecutive conversation. It was conducted in that curious chop-stick French he had heard before.

The man who had spoken to him in the afternoon was outside speaking once more. Who was he? Not a Frenchman, although he spoke a little French—Frenchmen did not act like that. Not a Spaniard, despite a soft exclamation in the language of Cervantes, a "Dios" in velvety tones.

No, he must be a human compound, a polyglot party, one of the men who have a little of the worst of every southern nation, the born adventurers on the great routes of the world.

And he went on talking; but unfortunately it was mostly in the native tongue—only a few words of which Estcourt could understand.

So far as his chains would allow him he got up and listened. He made out such words as "Surprise"—"will end it all"—"to-morrow"—and he gathered from it that an attack was to be made.

But then that meant that the English were close by. The voices ceased, and all was silent again.

Then the English were near—near to El Farz—and they were ignorant of the presence of the enemy. They might be defeated, annihilated absolutely. They ought to be warned. But how?

He rose to his feet. Alas! How could he warn his countrymen? He was fastened by the ankles to a ring bolt in the floor, and his hands were manacled; he sat down again, and felt the ring, and then rubbed it with the chain which fastened his hands.

DON'T SHOOT YOURSELF!

No doubt you often feel like it, but after just a little deliberation decide you can't afford to do it. But that thumping, racking Head-ache, what can you do with it? Give it its quietus by using Little's Oriental Balm. It acts like magic. It kills pain at once. No waiting, no suffering, no dosing with nauseous medicine. Mr. S. T. Hoffman, Walsbury, Washington, says:—It is a wonderful remedy. After suffering all day with intense Head-ache, one application of the Balm stopped the pain in 5 minutes. (Said at the Victoria Dispensary, Hongkong.)

Write for Catalogue and Prices of what you require. **LITTLE & LACY CO., 21 and 23, Finsbury Street, San Francisco, Cal., U.S.A.** [217-4]

Then he stopped suddenly, for the noise he had made, frightened him. A shadow seemed to flit across the open doorway of the hut, and out there in the interior of the night everything was happening, out there across the vast desert, in other lands, on the great sea!

Yet rubbing the bolt would do no good. "It would take a good twelve months at least," he thought.

There must be another way—something short of taking the hut with him.

"That poor sergeant!" he thought, "I imagined that we should get away together, but we shall not now."

He rubbed the iron staple for another minute, but he made no impression. Then he took hold of the ring. Why should it not come up?

He tried to work it backwards and forwards, but his efforts were at first futile, for the earth of the hut floor had been beaten hard; but at length he found that the ring slightly moved; he jerked it, and it moved more. Then he endeavoured to perform one of the movements recommended to those who employ the athletic exercise; he took hold of the chain which fastened his ankles to the ring and threw himself backwards. The ring came up with a run, and he was thrown heavily on the ground on his back, where he lay for a few minutes with a jar running painfully through his spine and partially stunning him.

Somehow, though, the consciousness of what he had to do forced him back to action. He got up, and lifting the chain and staple walked to the door, and looked out. All was silent. He caught sight of the white robe of an Arab sentinel vanishing round the end of the buildings in that encampment, and then he moved quickly across the broad silvery patch of moonlight into the shade of the other huts. Here he paused again.

It needed no long consideration to realise that he could not advance far, fettered as he was by the chains. He remained in the shadow of the huts, thinking. Then a movement behind caused him to start forward again. He continued in the shadow as far as possible, but that friendly gloom would have to be left directly, he knew. It was away out there across the desert in the brilliant unrelieved light that he would find the English. A palm tree ahead to the north looked miles away. He reached the end of the encampment, and paused again.

Out of the darkness came an odd assortment of little sounds; native women were talking in whispers. One of the little papooses whimpered, and a camel seemed to be entering a protest.

What if he was seen? It would not mean anything very peaceful for him.

"It is necessary not to be caught," he thought.

The duty before him was to escape, and give the alarm, for otherwise the Maudist hordes might effect a surprise and win at any rate a temporary success under its half breed leaders.

He soon came to the end of the shadow; in case of detection there would be nothing else for it but running.

The white desert stretched ahead like a vast silver sheet with no end to it. He was sure he was going right; he had to take the direction of the north, and there was the Nile away to the right far distant.

It was difficult to make progress in the soft, yielding sand, and then there was not only the sand. There were the fetters, which rendered walking a feat of skill.

(To be continued.)

WANTED.

IN an English Family residence at Shanghai, a COMPANION GOVERNESS. Qualified to Teach a YOUNG LADY of Fifteen Years of age.

Apply to—W. V. D. Denzart, Siccawei Road, Shanghai, and give References and state Terms required.
Hongkong, 3rd April, 1901. [932]

WANTED.

EUROPEAN NURSEMAID.

Apply to—
Care of Daily Press Office.
Hongkong, 5th April, 1901. [957]

WANTED.

DULY QUALIFIED SURGEON for a Coasting Steamer, carrying Native Passengers.

Applications, stating terms, &c., to be addressed to—
"SURGEON."
Care of Daily Press Office.
Hongkong, 6th March, 1901. [637]

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BY a YOUNG EUROPEAN, a SITUATION as Mercantile Assistant, Book-keeping, Correspondence and Sales. Thorough knowledge of the German, French, and English languages. First Class Certificates and References.

Apply to—
W. W.
Care of Office of this Paper.
Hongkong, 8th April, 1901. [967]

WANTED.

BY a YOUNG MAN, EVENING WORK, whether in the line of Bookkeeping, Revising of Accounts, Typewriting or General Office work. Hours—5.30 to 8 o'clock.

Apply to—
M. A. C.
Care of Office of this Paper.
Hongkong, 6th February, 1901. [425]

REQUIRED by a First Class Mercantile House in Hongkong, an Experienced Man of Business to act as **COMPRADORE**. The Highest References required. No one need apply unless he is prepared to give substantial security in the sum of \$100,000. Apply in writing to—
Messrs. JOHNSON, STOKES & MASTER,
12, Queen's Road Central.
Hongkong, 16th February, 1901. [517]

LARGE GODOWN WANTED for STORAGE OF COAL.

State situation, size, rent, to—
E. L.
Care of Office of this Paper.
Hongkong, 14th February, 1901. [509]

CARBOLINEUM-AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Dampness.

Sole Agents for China.
LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897. [373]

MACHINERY and SUPPLIES.

Engines, Boilers, Pumps, Wood Working and Iron Working Machinery. Saw Mills and Saw Mill Supplies. Sugar and Rice Mill Machinery. Mining and Milling Machinery. Write for Catalogue and Prices of what you require.

LITTLE & LACY CO., 21 and 23, Finsbury Street, San Francisco, Cal., U.S.A. [762]

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Natural Toilet Preparations.
Toilet 'lanoline' in collapsible tubes. Makes rough skin smooth, and protects delicate complexion from wind and sun.
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Never irritates; cleanses and keeps the skin supple.
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[1971]

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CHRONICLE AND DIRECTORY

FOR **CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.**

FOR **1901.**

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADES of each Country and Port, would alone suffice to fill a large volume.

D. G. GEORGACAPULO'S

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	CHUSAN	Brit. str.	---	C. L. Daniel	P. & O. S. N. Co.	On 19th inst. at Noon.
LONDON	DOCKENUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 19th inst.
LONDON	AGAMEMNON	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	ASAX	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	ANTENOR	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 14th May.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 15th inst.
BREMEN, VIA PORTS OF CALL.	FERREUS	Brit. str.	---	---	BUTTERFIELD & SWIRE	On 15th inst.
MARSEILLES, LONDON & ANTWERP, V. S. PORE, &c.	KONG ALBERT	Ger. str.	---	O. Coppers	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
MARSEILLES & LONDON	SANUKI MARU	Jap. str.	---	A. W. Symes, R.N.R.	P. & O. S. N. Co.	On 19th inst. at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL.	CANDIA	Brit. str.	---	Schmitz	MESSAGERIES MARITIMES	On or about 20th inst.
HAYRE & HAMBURG	OCEANIAN	Fren. str.	---	Jacobs	CARLOWITZ & CO.	On or about 4th May.
NEW YORK VIA SUEZ CANAL	BAMBERG	Ger. str.	---	Ostermann	CARLOWITZ & CO.	On 24th inst.
NEW YORK VIA SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	---	O. P. Marshall, R.N.R.	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VANCOUVER, &c., VIA SHANGHAI, &c.	GLENOCLE	Brit. str.	---	W. Fraser	DODWELL & CO. LIMITED	On 19th inst. at 4 P.M.
VICTORIA, B.C., &c., VIA SHANGHAI, &c.	INDUMI MARU	Jap. str.	---	M. J. Curnow	NIPPON YUSEN KAISHA	On or about 1st May.
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	TABATA	Brit. str.	---	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th inst. at Noon.
SAN FRANCISCO VIA AMOY, &c.	OPTIMA	Brit. str.	---	---	PACIFIC MAIL S. S. CO.	On 23rd inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	---	---	BUTTERFIELD & SWIRE	On or about 18th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	STRATHMORE	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS.	TAITAN	Brit. str.	---	---	GIBB, LIVINGSTON & CO.	To-morrow, at Noon.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	---	---	NIPPON YUSEN KAISHA	On 20th inst. at 4 P.M.
TRIESTE, &c., VIA PORTS OF CALL.	TRIESTE	Aut. str.	---	W. Bainbridge	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	---	G. E. P. Cook	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	---	E. W. Haswell	NIPPON YUSEN KAISHA	To-day.
NAGASAKI, KOBE & YOKOHAMA	KASUGA MARU	Jap. str.	---	S. Yoshizawa	BUTTERFIELD & SWIRE	To-day.
MOJI, KOBE & YOKOHAMA	HIOHIMA MARU	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CHITANI	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	WOOSUNG	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	YAKKA	Fren. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGMOON	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	PAOTING	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	COROMANDEL	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CYCLON	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SHANGHAI & JAPAN	ANFING MARU	Jap. str.	---	---	BUTTERFIELD & SWIRE	To-day.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & TAIWAN	DAIWIN MARU	Jap. str.	---	---	BUTTERFIELD & SWIRE	To-day.
TAMBUI VIA SWATOW & AMOY	TAITO MARU	Jap. str.	---	---	BUTTERFIELD & SWIRE	To-day.
TAKAO VIA AMOY	SONGKIANG	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
MANILA	YENHANG	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
MANILA	PERLA	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
MANILA	ESMERALDA	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SINGAPORE, PENANG & CALCUTTA	ARRATON APCAR	Brit. str.	---	---	BUTTERFIELD & SWIRE	To-day.
SINGAPORE, PENANG & BOMBAY	BORMIDA	Ital. str.	---	---	BUTTERFIELD & SWIRE	To-day.

SHIPPING.

ARRIVALS.
April 8, TAIYUAN, British str., 1,459, Nelson, Yokohama 2nd April, General.—BUTTERFIELD & SWIRE.
April 9, HUNAN, British str., 1,158, Fraser, Chinkiang 3rd April, Rice and Oil.—BUTTERFIELD & SWIRE.
April 9, GUERRE, British str., 2,347, W. G. McArthur, Sydney 17th March and Manila 2nd April, General.—GIBB, LIVINGSTON & CO.
April 9, DAPHNE, German str., 1,291, Nissen, Moji 4th April, Coal.—SIEMSEN & CO.
April 9, INABA MARU, Japanese str., 3,834, Wm. Bainbridge, London 1st March and Singapore 4th April, General.—NIPPON YUSEN KAISHA.
April 9, CHERRY, British str., 1,567, R. Cox, Calcutta 22nd March and Singapore 3rd April, General.—JARDINE, MATHESON & CO.
April 9, ISUMI MARU, Japanese str., 2,301, M. J. Curnow, Shanghai 6th April, General.—NIPPON YUSEN KAISHA.
April 9, OBI, British str., 1,901, R. Pinkham, Cardiff 23rd Feb., Patent Fuel.—GOVERNMENT.
April 9, THYRA, British str., 2,244, Dunning, Barry Dock 15th Feb., Coal.—ORDRE.

CLEANANCES.

At the Harbour Master's Office.
7th April.
Palaya, British str., for Swatow.
Haitan, British str., for Swatow.
Yuenang, British str., for Manila.
Glenfalloch, British str., for Amoy.
Anping Maru, Japanese str., for Swatow.

DEPARTURES.

April 8, CARTHAGE, British hospital ship, for Calcutta.
April 9, HUNAN, British str., for Canton.
April 9, CHUSAN, British str., for Singapore.
April 9, PERA C. KLAO, Brit. str., for Bangkok.
April 9, HAILAN, French str., for Hanoi.
April 9, PROGRESS, German str., for Tientsin.
April 9, AVORA, Brit. cruiser for Singapore.

VESSELS IN DOCK.

At the Harbour Master's Office, Madagasc.
Kowloon Docks.—U.S.S. Isla de Luzon, U.S.S. Birmingham, U.S.S. Yorktown, S.M.S. Hertha, Hanoi, Ilica, Lung Tai, Hanchow, Gloving, Chofu, Pinguey, Compagnie de Filippine, H.M.S. Ocean, H.M.S. Linnet, Shanghai.
COSMOPOLITAN DOCK.—U.S.S. Concord, Colonies, Perla, Petriana, Coptic.

SHIPPING REPORTS.

The British steamer Chelydra, from Calcutta 22nd March and Singapore 3rd April, had light N.E. monsoon and fine weather to 50 miles south of Gap Rock.
The British steamer Taiyuan, from Yokohama 2nd April, had fine weather and moderate winds on the Japan coast and strong N.E. monsoon and thick, rainy weather on the China coast.
The British steamer Chelydra, from Sydney 17th March, Brisbane 19th, Townsville 22nd, Thursday Island 26th, Port Darwin 29th and Manila 6th April, experienced fine weather with light variable winds and smooth seas throughout the passage till arrival at Manila; thence to port light variable winds and considerable N.E. swell across the China Sea, with overcast weather.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND RUBATTINO UNITED COMPANIES).
STEAM FOR SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SOER, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALAIO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE STEAMSHIP

"BORMIDA,"
Captain Costa, will be despatched as above, on FRIDAY, the 13th inst., at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO., Agents.
Hongkong, 9th April, 1901.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATON APCAR,"
Captain I. Fey, will be despatched for the above ports TO-DAY, the 10th inst., at Noon.
For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents.
Hongkong, 5th April, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AUSTRALIAN,"
Captain F. T. Holmes, will be despatched for the above ports TO-MORROW, the 11th of April, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 25th March, 1901.

COMPAGNIE DES MESSEGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.
THE Company's Steamship
"YAKKA"
will be despatched for the above ports on or about THURSDAY, the 11th inst.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 4th April, 1901.

FOR SHANGHAI.
THE Steamship
"LOONGMOON,"
Captain F. W. Schulz, will be despatched for the above port on FRIDAY, the 12th inst., at 4 P.M.
This steamer has superior accommodation for First and Second Class Passengers.
For Freight or Passage, apply to SIEMSEN & CO., Agents.
Hongkong, 8th April, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"PERLA,"
Captain R. W. Almond, will be despatched as above on FRIDAY, the 12th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light, and is supplied with a Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
Hongkong, 6th April, 1901.

THE OSAKA SHOSEN KAISHA.
FOR TAKAO.
THE Company's Steamship
"TAITO MARU,"
Captain S. Hirai, will be despatched as above on or about 15th inst.
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 9th April, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
GLENOCLE	3,750	W. Frakes	April 11th, at Noon
OLYMPIA	2,837	J. Traubridge	April 26th
TACOMA	2,811	A. Dixon	May 17th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First-class Table, Doctor and STEWARDNESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to New York in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the KLONTYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DREA and St. MICHAEL.

Rates of Passage to other Points on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.
Hongkong, 2nd April, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	CHUSAN	Noon, 13th April	See Special Advertisement.
SHANGHAI	C. L. Daniel	About 13th April	Freight or Passage.
MARSEILLES AND LONDON	F. W. Vibert, R.N.R.	About 20th April	Freight only.
SHANGHAI AND JAPAN	A. W. Symes, R.N.R.	About 22nd April	Freight or Passage.
PAN	C. L. Daniel	About 22nd April	Freight or Passage.

PASSENGER SEASON, 1901.

6.3. SOBRON 7,382 tons April 27th
Without Transshipment.
For Further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 4th April, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
BAMBERG	HAYRE & HAMBURG	On 11th inst. Freight.
ASTUBIA	(London with transshipment in Hamburg)	April 11th
ASTUBIA	(NEW YORK)	About 4th May. Freight.
ASTUBIA	(via Suez Canal)	May.

For further particulars as to Freight, Passage, etc. apply to CARLOWITZ & CO., Agents.
HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 5th April, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY SPEED PUNCTUALITY
Twin Screw Steamships—8,000 Tons—10,000 Horse Power—Speed 19 knots

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
"EMPEROR OF INDIA," Comdr. C. H. Marshall, R.N.R. WEDNESDAY, 24th April, 1901.
"EMPEROR OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 16th May, 1901.
"EMPEROR OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 30th June, 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS as compared with the Trans-Pacific route. The connection at Vancouver with the PALATIAL TRANS-CONTINENTAL RAILWAYS make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL RAILWAYS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal ports and ABOUT THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route comprise its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Poddar's Street, Hongkong.

Hongkong, 4th April, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUET, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KONG ALBERT	WEDNESDAY	17th April
PRINZESS IRENE	WEDNESDAY	15th May
PRINZ HEINRICH	WEDNESDAY	30th May
PREUSSEN	THURSDAY	13th June
HAMBURG (Hamburg-Amerika Linie)	THURSDAY	27th June
SACHSEN	THURSDAY	11th July
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY	25th July
BAYERN	THURSDAY	8th August
STUTTGART	THURSDAY	22nd August
KONG ALBERT	THURSDAY	5th September
PRINZESS IRENE	THURSDAY	19th September
PRINZ HEINRICH	THURSDAY	3rd October
PREUSSEN	WEDNESDAY	20th October
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd November
SACHSEN	WEDNESDAY	17th November
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	31st November
BAYERN	WEDNESDAY	15th December

Calling at Amsterdam.
ON WEDNESDAY, the 17th day of April, 1901, at Noon, the Steamship "KONG ALBERT" of the NORDDEUTSCHER LLOYD, Captain O. Coppers, will leave HONGKONG, SINGAPORE, and CARGO, will leave this Port as above, CALLING AT NAGASAKI and GENOA.

Shipping Orders will be granted till Noon on Monday, the 15th April, and Speed will be received on Board until 5 P.M. on Tuesday, the 16th April, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 16th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation and carries a Doctor and Stewardess.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to MELCHERS & CO., AGENTS.
Hongkong, 4th April, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
INABA MARU	KOBE AND YOKOHAMA	FRIDAY, 12th April at DAYLIGHT
W. Bainbridge	MARSEILLES, LONDON, and ANTWERP VIA SINGAPORE	FRIDAY, 19th April at DAYLIGHT
SANUKI MARU	PENANG, COLOMBO & PORT SAID	FRIDAY, 19th April at DAYLIGHT
W. Townsend	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 19th April at Noon
KASUGA MARU	VICTORIA, B.C. and SEATTLE	FRIDAY, 19th April at 4 P.M.
E. W. Haswell	U.S.A. VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	FRIDAY, 19th April at 4 P.M.
ISUMI MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 23rd April at Noon
M. J. Curnow	KOBE and YOKOHAMA	FRIDAY, 26th April at DAYLIGHT
S. Yoshizawa	(SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE)	FRIDAY, 26th April at 4 P.M.
SHINANO MARU		
G. E. P. Cook		
YAWATA MARU		
A. E. Moses		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.
A. S. MIHARA, Manager.
Hongkong, 1st April, 1901.

Hongkong, 1st April, 1901.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST-ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
THE Company's Steamship

"TARTAR,"
(4,225 Tons),
Captain G. D. Bowles, R.N.R., will leave Hongkong on or about WEDNESDAY, the 1st May, 1901, taking Passengers and Cargo For VICTORIA and VANCOUVER, B.C. (via INLAND SEA, KOBE and YOKOHAMA).

Making close connection at Vancouver with the Canadian Pacific Railway for all points in Eastern Canada, the United States and Europe.
For Freight or Passage, apply to D. E. BROWN, General Agent, Hongkong.

Hongkong, 5th April, 1901.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
ADOLPH OREGON, American ship, Ameybury—Standard Oil Co.
CHALVING, British str. J. Barker—Dodwell & Co., Ltd.
COLOMBIA, British str. Dodwell & Co., Ltd.
COMPANIA DE FILIPPINA, Amr. str. D. Migue—Oris—Branda & Co.
LOUIS J. KENNY, Amr. str. A. H. Olsen—Master.
PRESIDENT, British bark, R. B. Munro—Chinese.
SEA WITCH, American ship, Howes—Master.

